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are known and asked for all over the World.
Sole Agents
H. Price & Co.,
12 Queen's Rd., Central,
438

The China Mail

ESTABLISHED 1845.

D. G. L.
Old Tom Gin.

The most reliable on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
438

No. 12,896

號八廿月七年四零百九千一英

HONGKONG, THURSDAY, JULY 28, 1904.

日六十月六年辰甲

PRICE, \$8.00, Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACWEN, FRICKEL & CO.,
5, DUNDRELL STREET.
Hongkong, July 28, 1904. 2647

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st AUGUST.
Hongkong, July 27, 1904. 1970

THE STOCKBROKERS' ASSOCIATION OF HONGKONG

NOTICE.

AS SETTLEMENT DAY this month falls on Saturday, SETTLEMENTS will be put through on FRIDAY, the 26th instant.
By Order of the Committee,
K. S. JOSEPH,
H. Secretary.
Hongkong, July 27, 1904. 1368

NOTICE.

TO WHOM IT MAY CONCERN, I WILL NOT BE RESPONSIBLE for any Debt contracted by Mr. MARSHALL from this Date.
Miss A. MARSHALL,
O'Brien Hotel, Central.
Hongkong, July 25, 1904. 1348

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 114 of the Articles of Association the General Managers have this Day declared an INTERIM DIVIDEND for the Half year ended 30th June, 1904, of FOUR DOLLARS per Share.
DIVIDEND WARRANTS may be obtained on application at the Office of the COMPANY, on and after TUESDAY, the 2nd August.
The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 19, 1904. 1329

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.
(Opposite Connaught Hotel).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18 MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES

Supplied at all the leading Hotels and Restaurants and is obtainable from LANE, CRAWFORD & CO., 12, QUEEN'S ROAD, CENTRAL.

Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATERBOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAN, 2,983 tons, Captain R. D. Thomas.
s.s. TOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,220 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain E. Brander.
s.s. KINSHAN, 2,866 tons, Captain J. J. Lousias.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on weekdays at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 583 tons, Captain J. Willott.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
19 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of **BUTTERFIELD & SWIRE**
Agents **CHINA NAVIGATION CO. LTD.**

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEDFORD SQUARE, ARCADE.
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON.

DR. WILLIAM DANIEL.

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEE.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong February 18, 1904. 2306

SIEN TING.

Surgeon Dentist,
No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.
Hongkong, April 24, 1900. 627

CHIEE WING & CO., 我
28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TREES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1888, 1900 & 1901.

MANUFACTURED BY

THE GOURGORE CO., LD.,

CALCUTTA.

Contractors to the Military and

Public Works Departments, and

State Railways, and all

large Consumers

throughout India, the East,

and the Colonies.

W. R. LORLEY & CO.,

Sole Agents,
Hongkong.

Cable Address: 'LORLEY,' Hongkong.
Hongkong, July 22, 1903. 1519

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD. LONDON).

Bell's Asbestos 'Daguer,' 'Damon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

Gold Reef BRAND

SOLE AGENTS.

DELICIOUS WITH FRUITS, SWEETS, TEA, COFFEE, &c.

PRESERVED IN ALL ITS NATURAL RICHNESS.

PRICES: 30 Cents, 40 Cents, and 55 Cents.

CARLTON HOUSE.

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.

COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to:

B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904. 1226

THINK

WHAT the Possession of a SEWING MACHINE Means.

And of course the SINGER is the Best.

PURCHASE BY EASY MONTHLY INSTALMENTS.

SHOWROOMS: 1, WYNDHAM STREET.

Hongkong, July 28, 1904. 1262

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAR.

near the TRAN TERMINUS. Telephone 56.

For Terms, Apply to the MANAGER. 741

BOARD AND RESIDENCE.

3, BARROW TERRACE, Kowloon.

ELEGANTLY FURNISHED ROOMS.

Apply on the premises.

Mrs. GRUNBERG.

Hongkong, July 12, 1904. 1267

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under American Management—First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, January 20, 1904. 135

MAOAO AND CANTON HOTELS.

A LITTLE CHANGE

THE Round Trip from HONGKONG to MAOAO, thence to CANTON, and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

Hongkong, March 10, 1904. 483

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT BY THE MARINE LOT-HOLDERS BY SIR PAUL CHATFIELD.

For Full Details Printed in Pamphlet Form.

NOW READY.

Orders may be had at: CHINA MAIL, Office, 12, QUEEN'S ROAD, CENTRAL.

Price 30 Cents each.

THE COMMERCIAL LAW AFFRONTING CHINESE.

WITH Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

(Reprinted from the China Mail).

For Sale at the China Mail Office, 12, QUEEN'S ROAD, CENTRAL.

Price 10 Cents each.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In sacks of 375 lbs net, \$5.75 per sack, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

MAO LAREN'S CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 6, 1903.

FAIRALL & CO.

Annual Summer Sale

COMMENCING

TUESDAY, 2nd August.

Hongkong, July 28, 1904. 1266

THE HONGKONG HOTEL

REPLET WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER.

THE VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT PREPARATION.

CAMPENOL.

UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

W. BREWER & CO.

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With the Tibetan in Text and Temple, by Rhiphar. ... \$1.00

Stanley Gibbon's Stamp Catalogue, 2 Vols. ... \$1.00

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The Bridge Book, by Dunn. ... \$1.00

Advanced Bridge, by Elwell. ... \$1.00

How to Win at Bridge. ... \$1.00

Wide World Magazine, Volume 12. ... \$1.00

The China Martyrs of 1900, by Forsyth. ... \$1.00

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The Vanguard, 'A Tale of Korea,' by Gale. ... \$1.00

KUPPER PILSENER BEER.

The Leading Beer in the Far East. Unrivalled in Quality. Always Bright and Sparkling and Free from Sediment. It's uniform Superior Quality has earned for the Beer a degree of popularity not attained by any other.

Telephone No. 76.

Caldbeck, Macgregor & Co., SOLE AGENTS.

For Sale by A. S. WATSON & Co., Chemists.

DEPT.	STEAMER.	DESTINATION.	DAYS.
July 29	N. Y. K. Yawata Maru	Sydney.	Aug.
30	C. N. Taiyuan	do.	"
" Aug. 10	" Tsinan	do.	" Sept.
17	L. & A. Empire	do.	"
Sept. 9	C. N. Changsha	do.	" Oct.
17	E. & A. Pastorn	do.	"
" 30	C. N. Chingta	do.	" Nov.
Oct. 15	E. & A. Australian	do.	"
25	C. N. Taiyuan	do.	" Dec.
Nov. 18	" Tsinan	do.	"
" 16	E. & A. Empire	do.	" Jan.
Dec. 9	C. N. Changsha	do.	"
" 14	E. & A. Eastern	do.	"
" 26	C. N. Chingta	do.	"
" 1908			
Jan. 11	E. & A. Australian	do.	Feb.
20	C. N. Taiyuan	do.	"
Feb. 8	E. & A. Empire	do.	" Mar.
" 11	C. N. Tsinan	do.	"
Mar. 8	E. & A. Eastern	do.	" Apr.
April 5	" Australian	do.	" May
May 3	" Empire	do.	"

POPULAR & LEADING

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Pinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Shanghai
Archon	French armoured gunboat	1798	—	—	Comdr. Lefevriere	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	—	—	—	Lieut. Crespin	Canton
Aspic	French gunboat	475	3	460	Lieut. Journet	Saigon
Avalanche	French gunboat	580	—	—	—	Haiphong
Bengal	French cruiser	3740	29	9000	Capt. Lelivre	Tourane
Bugand	French gunboat	595	—	—	—	Saigon
Casco-toto	French gunboat	8018	18	—	Captain V. Poidlone	Haiphong
*Chateaufort	French cruiser	595	—	—	Commander L'et	Haiphong
Cometo	French gunboat	595	—	—	Commander L'et	Shanghai
Dodécée	French gunboat	4000	31	9500	—	Saigon
D'Assas	French gunboat	—	—	—	—	Haiphong
Eaton	French gunboat	350	—	—	Lieut. Jehanne	Shanghai
Froude	French destroyer	9376	—	20,200	—	Shanghai
Guaydon	French cruiser	—	—	—	—	Shanghai
Henri Riviere	French gunboat	—	—	—	Lieut. Comdr. Beausant	Shanghai
Javeline	French destroyer	1250	6	2500	Commander Le Gollou	Shanghai
Kersaint	French gunboat	9700	12	19,600	Captain Cros	Shanghai
*Montcalm	French gunboat	—	—	—	Capt. Houet	Shanghai
Olry	French cruiser	4015	27	8500	Comdr. Senec	Shanghai
Pascal	French cruiser	9437	8	6071	—	Saigon
Deputable	French gunboat	1796	10	—	Capt. Vincent	Saigon
Sully	French cruiser	8556	—	20,600	Capt. Gilbert	Shanghai
Surprise	French gunboat	629	2	900	Lieut. Holgo	Shanghai
Takiang	French gunboat	—	—	—	Captain Blondel	Yongso
Vauban	French cruiser	—	—	—	Lieut. Carl	Shanghai
Vigilante	French gunboat	—	—	—	—	Hongkong
Bussard	German cruiser	1857	15	2900	Comdr. Huss	Shanghai
Patherland	German cruiser	—	—	—	Capt. Von Busch	Shanghai
Fürst Bismarck	German flag ship	11,000	36	14,000	Captain Frowe	Tientsin
Geier	German cruiser	1774	15	2900	Comdr. von Stuhlitz	Tientsin
Hansa	German cruiser	6239	34	10,000	Capt. Schroeder	Tientsin
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Shanghai
Ilia	German gunboat	1009	10	1300	Comdr. Baron von M. Hüllessem	Tientsin
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Tientsin
Leina	German gunboat	850	10	1344	Comdr. Kroeck	Tientsin
Möwa	German gunboat	1009	8	875	Comdr. von Gumbkow	Tientsin
Seeadler	German cruiser	1543	15	2800	Captain Persius	Tientsin
Thetis	German cruiser	2660	24	8000	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Amoy
Taigwan	German gunboat	—	—	—	Comdr. Giebler	Canton
Vorwaerts	German gunboat	—	2	500	Lieut. Schaff	Yongso-River
Elia	Italian cruiser	2300	10	7471	Captain Bares	Shanghai
Marzo Polo	Italian cruiser	3600	18	13,000	Captain Presbitero	Shanghai
Vittorio Pisani	Italian cruiser	6500	18	13,000	Capt. Cal	Amoy
Admirastor	Portuguese cruiser	1370	14	4900	Captain d'Antas Ribeiro	Shanghai
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco da Gama	Shanghai
Alcock	Russian gunboat	810	6	739	Capt. Guin	Vladivostok
Amur	Russian cruiser	2600	6	4700	Comdr. Gramatichoff	Port Arthur
Askold	Russian cruiser	7500	27	16,500	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	3200	6	—	—	Port Arthur
Bayarin	Russian gunboat	1050	8	1150	Comdr. Erjockovitch	Sunk
Bobra	Russian gunboat	6840	12	—	—	Port Arthur
Bogatyr	Russian cruiser	6751	6	—	—	Port Arthur
Diana	Russian gunboat	1458	3	1700	Capt. Nasarowsky	Port Arthur
Dijihit	Russian gunboat	500	9	3500	Comdr. Vonrich	Port Arthur
Gaidamak	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Port Arthur
Gremiatobly	Russian gunboat	12,364	44	14,600	Captain Jenson	Vladivostok
Gromobol	Russian gunboat	1000	6	1000	Comdr. Shumoff	Sunk
Guiliak	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Shanghai
Koreatz	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Mandjout	Russian gunboat	10,206	12	9000	—	Port Arthur
Narvatz	Russian gunboat	3000	6	17,000	—	Port Arthur
Novik	Russian cruiser					

JAMES A. CHEE & CO., LTD.

ESTABLISHED 1868.

ACHEE & CO

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QUEEN'S ROAD,

HONGKONG.

Furniture

Dealers.

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.ELECTRO-PLATED,
GLASS and
CHINA WARES.PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,

LIMITED.

NEW FURNISHING
DEPARTMENT
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New Beds and Bedding
New Beds and BeddingNew Curtain Muslins
New Curtain Muslins
New Curtain Muslins
New Curtain MuslinsTAKE THE LIFT TO
FIRST FLOOR.TAKE THE LIFT TO
FIRST FLOOR.

ALEXANDRA

BUILDINGS,

DES VOUX ROAD.



KING EDWARD VII.

VERY OLD LIQUEUR.

Gold Label ... \$22.00

1st KING EDWARD VII.

LIQUEUR

White Label ... \$18.50

2nd KING EDWARD VII.

LIQUEUR

White Label ... \$15.00

A Good Brand

A Whisky that is perfect with

SAN Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Action.

2.45 p.m.—Auction of Household Furni-

ture, at No. 7, Cameron Terrace, Kow-

loon.

Miscellaneous.

Goods per *Typhoon* undelivered after

this date will be landed.

General Memoranda.

SATURDAY, July 30:—

Meeting of Hongkong Gymkhana at the

Happy Valley.

Goods per *Patala* not cleared at 4 p.m.

on this date subject to rent.

MONDAY, August 1:—

Exchange Banks Close.

TUESDAY, August 2:—

9 p.m.—Meeting of Zethand Lodge.

Transfer Books of The Hongkong, Cap-

ton & Macao Steamboat Co., Ltd.,

Close from this date to the 10th August

inclusive.

Goods per *Typhoon* undelivered after

this date will be subject to rent

and landing charges.

FRIDAY, August 5:—

3 p.m.—Meeting of Shareholders of

United Asiatic Oriental Co., Ltd., at

Doddwell Co.'s Office.

TUESDAY, August 16:—

Noon—Meeting of Shareholders of The

Hongkong, Canton and Macao Steam-

boat Co., Ltd., in the Company's Office.

WEDNESDAY, September 23:—

Transfer Books of A. S. Watson Co., Ltd.,

closed from this date to 8th October

inclusive.

A. S. WATSON & CO.,
LIMITED.Wine and Spirit
Merchants.

ESTABLISHED 1841

THE FINE

MELLOW

FLAVOUR

of our Celebrated

E BLEND

VERY OLD LIQUEUR

Scotch Whisky

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$18.50 Per Dozen.

A. S. WATSON & Co., Limited.

ALEXANDRA BUILDINGS.

BIRTH.

At Stokes' Bungalow, W. The Post, on

the 28th inst., the Wife of J. FINLAY

MILKIN, of a Daughter.

MARRIAGE.

At St. Peter's Church, at 11 a.m., to-day

(June 28), by Rev. J. FRASER, M.A.,

Angus FRASER, Chief Officer of the *Zephyr*,
son of John Fraser, of Shalton Islands,
Scotland, to FANNY MAURE HAWITT,
daughter of Richard Hawitt, of Birmin-

gham, England.

The publication of this issue commenced

at 5.20 p.m.

The China Mail.

HONGKONG, THURSDAY, JULY 28, 1904.

The thirteenth of the Tsar in respon-

ding to Great Britain's demand for a

definition of the status of the vessels

raiding in the Red Sea is likely to lead

to complications after all. A section

of the Press is already endeavouring to

drive the Government on to action, and

the *Morning Post* goes so far as to say

that diplomatic arguments are now out

of place in the matter. After the

promise that no more ships would be

seized it is strange that another P. and

O. steamer, the *Formosa*, should have

been placed in the hands of a Russian

crew. This sort of thing is liable

to make public feeling in Great

Britain boil over, and the Govern-

ment will no doubt find itself

driven into taking up a threatening

attitude, whether it likes it or not.

The man with a vote and a voice in the

United Kingdom cannot be put down

in an off-hand manner when he fancies

he is being imposed upon, and he is

bound to go on crying out until Russia

makes an explanation of her own vol-

ition or is forced into doing it. Her

silence in the matter is significant.

She knows that the temper of the people

in Great Britain is rising, and yet she

refrains from taking any steps to avert

a collision which is imminent. It

certainly looks as if she desires Great

Britain to become embroiled in the

trouble. Germany has, since her first

protest against the seizure of her mails,

kept silent. Had she co-operated with

Great Britain in insisting upon

Russia making a declaration, Russia

would have been forced into do-

ing so promptly. She could never

have risked conflict with such a

strong combination. As it is now she

probably acts under the belief that

German sympathy—strengthened by

the natural dislike of the Teutons for

the Anglo-Saxons—is with her, even to

the extent of assistance in armed

conflict should such eventually. If Russia

ignores the demand of Great Britain

she only does so under the belief that

she will help in time of need from

some other healthy power. Whether

her alliance with France, or the friend-

ly messages of the Kaiser have inspired

the belief, it is hard to tell. She is

either buoyed up by promise of assis-

tance, or she is mad. Otherwise she

would not take the exasperating stand

that is now driving Britishers on to

distraction.

Mr Warner's Book.

An interesting review of Mr Warner's

book, descriptive of the recent tour of

the English cricketers in Australia, will

be found on pages 2 and 3 of this issue.

The Governor's Arrival.

By kind permission of the Commodore

the P. & O. S. S. *Nubia* will proceed

direct to No. 4 Naval buoy in the Man o'

War anchorage on her arrival to-morrow

to disembark Sir Matthew Nathan. The

Nubia will afterwards proceed to the Kow-

loon Wharves as usual.

Band at Macao Hotel.

By kind permission of the Commandant

of Police, the Macao String Band will

play the following programme of music at the

Macao Hotel, from 7.30 p.m. to 9.30 p.m.,

on Saturday next, July 30th:—

March..... Coronation from the

Prophet..... G. Meyerbeer

Overture..... 'La Gioconda'..... G. Rossini

Waltzes..... 'On the Beautiful Blue

Danube'..... Strauss

Selection..... 'Boccaccio'..... F. von Suppe

Waltzes..... 'Always Faithful'..... E. Waldteufel

Spring Song..... F. Mendelssohn

Schottische..... E. Johnson

Gallops..... 'Get Away'..... C. Weber

CHRONIC DIARRHOEA.—For several

years during the summer months I

have been subject to looseness of the

bowels, which quickly ran into a very bad

diarrhoea and this trouble was frequently

accompanied with severe pain and cramps.

I used to call on doctors for my trouble but

it became so regular a summer affliction

that in my search for relief, I became

acquainted with Chamberlain's Colic, Chol-

era and Diarrhoea Remedy, which proved

so effective and so prompt that I came to

rely exclusively upon it, and what also

happily surprised me was that while I

almost instantly relieved the cramps and

stopped the diarrhoea, it never caused con-

stipation. I always take a bottle of it with

me when travelling.—H. O. HARTMAN.

Anamosa, Iowa, U. S. A. For Sale by All

Dealers; WATKINS & CO., Ltd., General

Agents.

LOCAL AND GENERAL.

Notes by the Way.

The German Mail of the 23rd June

was delivered in London on the 23rd July.

Attention is drawn to the advertise-

ment of Dr. Harry Fong, Dentist, appear-

ing elsewhere in this issue. Dr. Fong

guarantees all bridge work, gold crowns and

plate work, and repairing. His address is

41 Queen's Road Central.

We are asked to draw attention to the

advertisement of Dr. M. H. Chan, Dentist,

appearing in our business columns. Dr.

Chan is a graduate of the University of

Pennsylvania, and guarantees all work.

He is to be found at 37, Des Vaux Road

Central.

Lieut. A. Tucker Wardrop has been

officially gazetted Consular Agent for the

United States at Sandakan. The appoint-

ment has had the approval of the British

Government, and necessary steps have

been taken in the matter of his recognition

in that capacity.

Post Office Notices.

A Monday, August, being observed

as a 'Public Holiday,' the Post Office

will be closed from 8 to 9 a.m. The Money

Order Office will be entirely closed.

Open Air Concert.

An Open Air Concert will be given by

the Royal Garrison Artillery in Victoria

Barracks at 8 p.m. this evening. The

Lyman Minstrels will be 'at home' at

9 p.m.

Land Sale.

A valuable leasehold property situated

in Ho Oek Wei, No. 17 District, Kowloon,

known as Kowloon Farm Lot, No. 7, was

disposed of by public auction yesterday

by Messrs Hughes and Hough. After spirited

bidding Mr. Lau Siu Han secured the land

for \$8,600.

The Tramway.

It is probable that another week will

pass before the electric trams are running

from Shaukiwan to Kennedytown, although

on Monday next it is proposed to make a

start from Shaukiwan to Arsenal Street.

The only portion of the line uncompleted is

Arsenal Street, and within a couple of days

all the road work will be finished.

Metropole Hotel.

Out on the Shaukiwan Road, three

miles from Hongkong, stands the Metropole

Hotel. The enterprising proprietor, by in-

troducing Saturday evening theatrical per-

formances, and by a careful supervision of

the refreshments dispensed, has made the

Hotel a fashionable resort. Visitors can be

sure of receiving courteous treatment and

excellent refreshments there. A special

feature of the Hotel is the celebrity with

which special *Tiffin* or *Dinners* are served.

Boxing.

The boxing contest arranged between

J. Christie, of Hongkong, and J. Burke,

has been declared off. Burke intimated

that owing to illness he could not meet

Christie on August 1, consequently he had

to forfeit his deposit money, \$250. Smith,

of H.M.S. *Edipe* has stepped into the

vacancy, and will meet Christie in a box-

ing bout at the City Hall on Monday eve-

ning. Although a bigger man than Christie,

Smith's weight is about the same, and it is

expected that an interesting battle will be

witnessed between the two men.

Enlightenment.

A slight knowledge of the meaning of

common Chinese and Japanese words is of

great assistance to the intelligent reader of

the war news. Indeed, for the proper un-

derstanding of current events at the theatre

of war it is almost an essential. To bear

in mind the crack-jaw names with which

we are confronted every morning when we

turn to the telegrams from the Far East is

almost impossible, but with a knowledge

of the meaning of the various syllables of

which they are made up comes a grip of

the situation, which is otherwise com-

pletely lacking. For example, *Chiu* or *Kiu*is Chinese for nine, *lien* for a series, and*cheng* for a small stream. Thus *Kiu-lien-*

SUPREME COURT.

IN BANKRUPTCY.

(Before His Lordship, Sir W. M. Goodman, Chief Justice.)

Thursday, July 28.

THE TUNG CHAN FIRM.

In the bankruptcy proceedings the Tung Chan Firm *ex parte* the Sui Kat Bank, Mr. J. Scott Harrison appeared in support of an application for His Lordship's approval of a composition scheme, whereby the creditors would receive 60 per cent.

Mr. H. W. Looker (of Messrs Deacon, Looker and Deacon) appeared on behalf of the Chartered Bank; Mr. P. W. Goldring (of Mr. John Hastings' office) represented Un Oi U, whose offer of composition was under consideration.

Mr. Harrison—I appear for the petitioning creditor.

The Chief Justice—The document before me is an application made on behalf of the Official Receiver.

Mr. Harrison—I appear on behalf of the Official Receiver. I have filed an affidavit that the composition proposal meets with the creditors' approval. Un Oi U of the Kong Yuen firm had offered to take over the whole of the assets, giving in exchange promissory notes of 60 per cent of the liabilities, such promissory notes to be paid in four equal instalments, within the space of five months. The Official Receiver had made a report in which it was stated that the creditors' petition was lodged on May 12; on the same day Mr. Deacon Sheen was appointed interim Receiver. On June 2 an application was made for the withdrawal of the petition, but it was refused. In the affidavit it was stated that there were 30 Chinese creditors, but 47 had already proven their claims, while it is now stated that there were 70 Chinese creditors.

The Chief Justice—It turns out that there were double the number of Chinese creditors. I may have once and allowed the petition to be withdrawn. It shows how careful one must be in dealing with these matters.

Mr. Harrison—I had no means of checking how many Chinese creditors there were.

The Chief Justice—I do not suggest that you know anything about it.

Mr. Harrison continued that the bankruptcy of the firm was due to the fall in the price of sugar, the closing of portion of the Northern markets owing to the war, and the fall in exchange. A meeting of the creditors was held on July 13, and a general meeting was held on July 22. A resolution was passed accepting the composition proposed by Un Oi U. According to the statement of affairs the assets were fixed at \$511,185.84, and the liabilities at \$842,192.07, of which \$70,000 was secured by goods. After providing for other secured creditors a balance of \$224,535.07 was left for unsecured creditors. On examination the Official Receiver found that the stock had been under valued, and Messrs Goldring and Douglas, making an estimate, considered that it was worth \$25,600 more than stated. The balance of assets, therefore, amounted to \$535,635, which, after providing for the secured creditors, left \$409,118 with which to pay the unsecured creditors. It appeared as though Un Oi U would make a profit of \$10,932 on the transaction, which, considering the magnitude of the business, was only small.

Un Oi U, however, considered that he would lose \$30,000 by paying the 60 per cent, but this he was willing to do for his brother-in-law's sake, the late Chan Lee.

The Chief Justice—The whole of the assets amounting to half a million are to be handed over to Un Oi U, who will not have to pay a single cent down, but all the creditors believe in the stability of the firm.

Mr. Harrison stated that the Official Receiver had approached Un Oi U with a view of asking him to pay half the composition in cash down, which would have been easy for him, as the European Banks would have advanced the whole amount to him in the ordinary course of business. This, however, Un Oi U would not do, he refused to make any payment in cash.

The Chief Justice—Is the Chartered Bank or the Hongkong and Shanghai Bank in favour of the scheme?

Mr. Looker—I appear for the Chartered Bank; we are in favour of it, and I think the Hongkong and Shanghai Bank also is in favour.

The Chief Justice—I think in a case like this the question is whether the creditors, knowing the facts, are in favour of having the composition. The difficulty is that the promissory notes may possibly not be met. You part with valuable assets and get in exchange notes. I take it, however, that the Chartered Bank and the Hongkong and Shanghai Bank are in a position to know whether this man is a man who could pay.

Mr. Looker—Yes. They are perfectly satisfied.

The Chief Justice—if the creditors are in favour I do not think I ought to step in and prevent the arrangement being carried out. This is a bankruptcy that affects other places besides Hongkong, but if the creditors are in favour and as the scheme has been carried by a majority, and as there has been a special resolution confirmed, I think, on the report of the Official Receiver, I shall allow it. I understand, Mr. Bruce Shepherd, that it would be in the interest of the creditors that I should allow it.

The Official Receiver—Yes. I have seen a number of them who are agreeable to the composition.

Mr. Harrison—I hold proxies for \$35,500 for creditors. They are in favour of the scheme.

The Chief Justice—What are the Chartered Bank creditors for?

Mr. Looker—\$54,000. The Hongkong and Shanghai Bank are creditors for a similar amount—about \$55,000.

The Chief Justice—These two banks alone being over \$110,000. It is a curious way of doing business. As the creditors wish to run such risk as there is I will say I approve of the composition. If there had been a petition from the debtor I would not have intervened, nor would I have been satisfied with the public examination. The application was not made by the bankrupt but by a creditor. Under the circumstances I have done the best I can, seeing that there are no partners. If in any future time partners in a firm petition on their own behalf I shall certainly want them to give much more information than was given in this case, in the public examination (so-called) of the Manager.

CHAMBERLAIN'S COLIC, Cholera, and Diarrhoea Remedy is everywhere acknowledged to be the most successful medicine in use for bowel complaints. It always cures and cures quickly. It can be depended upon even in the most severe and dangerous cases of cholera morbus, dysentery and diarrhoea. It should be taken at the first unusual looseness of the bowels. Sold by All Dealers. **WARRING & Co., Ltd., General Agents.**

KULIANG.

(From Our Own Correspondent.)

KULIANG (Fuchow), July 19.

Kuliang is the 'Peak' of Fuchow. Since Fuchow is as hot, is not hotter, than Hongkong during the torrid summers of South China, Kuliang is quite as fully appreciated as the Peak. Being somewhat higher than the Peak it shares with it the coolness and the delicious characteristic of such altitudes. You cannot have one without the other. Fuchow is situated on the mainland at about the same parallel as Tamsui in North Formosa, and, as a consequence gets a larger proportion of the typhoons than Amoy. The Kuliang range lies between Fuchow and the sea, and so feels the effects of passing typhoons more readily than other places further South. Many typhoons coming up the Pacific from the South on the other side of Formosa seem to rush across to the mainland as soon as they can escape from the obstruction of the lofty hills which run the whole length of the island. The position of Amoy, just opposite the centre of Formosa, on the other hand, explains its comparative immunity from typhoons, for there can be little doubt that Formosa acts as a break-water, causing many of these dread storms to travel up its eastern side, and even when they enter the Formosa channel, they seem to travel up it as up a funnel and Amoy only gets the outskirts of the storm.

Many Amoy residents are glad to flee the heat of an Amoy summer to the cool breezes of Kuliang, but in doing so have to run the risk of meeting bad weather on the way up. Quite a steamer-full of us left Amoy a week ago and though we started in fine weather, we met a North-East gale about midnight and enjoyed (?) a nice tossing on the heaving deep, to the discomfort and distress of quite a number of the party.

It is one thing, however, to get to Kuliang. Anchorage: it is quite another to reach the top of the mountain. There are two main alternatives, either to go on up to the Settlement and hire chairs and bearers from Fuchow to carry one across the plain and up the hill; or else to hire a houseboat and get towed up by a steam launch to the Creek at Wong Yang, where chairs and bearers can be sent down from the mountain to meet the houseboat. It is a ride of three to four hours from the creek to one's destination on the hill. If all things go favourably and without a hitch, it is possible to do the journey from Amoy to Kuliang in about 24 hours, but, alas, too often hindrances are met with which vex the soul and try the temper, for how often in a lifetime does everything go quite smoothly.

What is easy for one person, or even a couple, may become very difficult when party consisting of a family of several children and a few servants concerned. A bout of sea-sickness is a poor preparation for a long chair-ride of three miles across the plain and another two miles up a steep mountain side. And when we are all caught in heavy tropical rain showers in the steepest and most exposed parts of the road, it requires the patience of Job and the self-control of a Marcus Aurelius to bear the situation with equanimity.

The chairman grumbled having to carry a child in addition to an adult, even though there are four of them: the coolies try to reduce the weight of their loads to the smallest possible size, so that one needs twice the number of burden bearers that is ordinarily necessary, and as elsewhere in China they are never content with the prices arranged and try hard to squeeze more cash out of the suffering travellers.

Before one's temporary home is reached, how often Shakespeare's pointed epigram is quoted, "It is better to bear the ills we have than fly to those we know not of."

Once safely ensconced, however, within the refuge of our little bungalow, the troubles of travel are forgotten, and the rest and quiet, as well as the cooler atmosphere, are thoroughly appreciated. In the worst of experiences, there are always compensations; however bad things are, they might be very much worse. But even the knowledge that we have managed to dodge two typhoons, being too late for one and luckily just 'prevents' for another, hardly reconciles us to six days and nights of almost incessant rain, when billowy mists and dense clouds of moisture sweep over the landscape and hide for varying intervals the houses of our nearest neighbours from our view. We can but console the buoyant disposition of Mack Tapley, who was never daunted by the most dismal experience, and hope that ere long the glass may rise and the sun shine out once more. What more can one do than 'wait till the clouds roll by'?

The difference of height—2300 feet above sea level—gives us, notwithstanding many compensations, a temperature of 72° at night (meaning an extra blanket on the bed) a great improvement over the 90° in the plain; 'much fresher, purer air,' that will bring roses to the children's cheeks even in mid-summer. Even the clouds help to temper the sun's heat and during showery weather the heat in the day time is quite moderate, the thermometer not ranging above 70° at midday. And between the showers, glorious vistas down the valley become visible, where the river Min can be seen winding its silvery way across the plain amidst the green paddy fields and innumerable villages and towns.

VERY palatable, even children enjoy to take it, but it is *Stearns' Wine*, not the other.

BY WHARF AND WAVE.

H.M.S. Ocean left early this morning for the North. The cruiser *Edipus* arrived yesterday, while the *Vengeance* is expected about Saturday next.

On June 30 the *W. E. Roberts* was launched for the North Borneo-Trading Co., at Sandakan. Her dimensions are—Length 128 feet; overall 133 feet; breadth moulded, 28 feet; depth moulded, 13 feet. Built of wood, she will be rigged as a two-masted steam schooner, with sails, for carrying timber, for which she has a capacity of nearly 22,000 cubic feet. Her main engine will consist of a steam cylinder, and a hand-steering gear will also be fitted.

Two of the older steamers belonging to Messrs Steel, Young and Co., of London, are understood to have been sold to Messrs Brown, Jenkinson and Co., of London, for Japanese clients. The vessels are the *Rochampton* and *Banmore*, built at West Hartlepool in 1892 and 1893 respectively. The former has a gross register tonnage of 2,143 with a net of 1,391 tons, and the latter a gross of 2,155 with a net of 1,394 tons.

A large number of skilled labourers at Portsmouth Dockyard are now receiving increases in pay as a result of instructions issued by the Admiralty. The average wage for skilled labourers in dockyards is officially fixed at 2s. 6d. per week, but the Admiralty discovered that at Portsmouth it had fallen below this amount. As a consequence, orders have been given that the Portsmouth average is to be brought up to 2s. 6d. per week.

The brave act accomplished by the French Grace Darling, Rose Héris, has just had an interesting epilogue. The brave woman's exploit, produced a deep impression on M. Charles Eugene Potron, recently deceased, and on his will being opened it was found that he had left £10,000 for the erection of a lighthouse on a dangerous part of the coast washed by the Atlantic, such as the Ile d'Ouessant. In case it was found to be absolutely impossible to erect this lighthouse, M. Potron requests that the money be handed over to the Central Shipwreck Society.

Mr. Alan H. Burgoyne, the submarine expert, said recently that he felt convinced we were on the eve of a revolution in naval construction, and that in the near future we should have submarines of thousands of tons. His idea of the future submarine vessel was that it would be of large tonnage, the displacement being governed by the extent of the armament and internal fittings, of good speed—at least 25 knots on the surface—well armed with four to six torpedoes, and an equal number of small quick-firing guns, protected by a good deck, and, lastly, well provided for in the matter of safety appliances, such as detachable boats. It was due to the fact that the future policy of our Admiralty in this respect should be made public.

I learn, says the *Daily Telegraph*, that Rotterdam correspondent, that both Russia and Japan are busy acquiring ships in Rotterdam. The *Leith steamer Maseco*, of 1,100 tons, was sold for 50s. per gross ton to an unknown buyer, but it is firmly believed that it was purchased on a Japanese order. Russian agents have tried unsuccessfully to buy the steamer *Amsterdam*, of the Holland-America Line, and are now negotiating for another big liner belonging to the same company. Large circular has been issued to shipowners and brokers conveying an offer of 30s. a ton down and 15s. more on arrival for shipping coal to a 'neutral port.' Up to the present this offer has not been well received here, but it is said to have been rather successful at Hamburg. Still, I have heard many remarks about the ground that the offer of coal taken on several steamers now making ready to sail. As the speed of these vessels varies from eight to ten knots, it is hardly possible that they can be intended to accompany the Baltic fleet.

A correspondent at Melbourne calls attention to the case of a British barque, classed 100 A in Lloyd's Register, whose charter-party, as is usual with charterparties, signed out there, contained a clause instructing the master to produce a certificate of seaworthiness from the Merchants' Underwriters' Association of that port. On the certificate, however, being applied for, it was refused, on the ground that the third or fourth anchor was not on board, notwithstanding the fact that the master produced original letters from the officials of Lloyd's Register to the effect that the Register authorities were agreeable that this anchor should be procured on the ship's return to the United Kingdom. The certificate of seaworthiness was then obtained from the surveyor to Lloyd's Register at Melbourne, the Marine Board of Victoria prohibited the vessels from sailing, and it was only after considerable delay that she was allowed to proceed. In view of the above the writer suggests that the clause in the charter-party instructing the master to obtain a certificate of seaworthiness from the Merchants' Underwriters' Association should be added to the insertion of 'or Lloyd's Register Surveyor.'

The Prince Line of steamers is to join the Howard Houlder, Rowat and Co. line in their trade to the Far East. The *Ameri*, can *Byron* and *Shipping* says:—The firm Messrs. Howard Houlder, Rowat & Co. are most widely and favourably known in the shipping business. In a recent issue of this paper it was noted that Mr. Howard Houlder made a speech on the occasion of a shipping banquet in London which was quoted by all the journals of maritime interest on account of its pertinent and vivid allusions to conditions in the ocean business. The firm has for the past eighteen months been running a line of ships from New York to Singapore, Manila, Shanghai, and similar ports in the Far East, in opposition to the other lines in that trade, and the arrangements now concluded with the Prince Line will, without doubt, go far to strengthen their position. The firm now has in addition to the tonnage in the trade, a service will now maintain a monthly schedule of sailings with more frequent departures suited to the necessities of business demand. It is, with the inclusion of the Prince Line, all arrangements are believed to be for supplying the demand. The ships will all be loaded jointly by Messrs. Howard Houlder, Rowat & Co. Ltd., and the John O. Seager & Co.

The Select Committee on the Light Load-Line were unable to recommend the adoption of a light load-line, because in their opinion there has been no loss of life such as was proved to exist when the deep load-line became law, sufficient to justify legislation of this restrictive character, which would necessarily press hardly upon shipowners. The Committee relied upon the Board of Trade to use the powers already conferred upon them by Parliament to prevent the improper or insufficient ballasting of ships. Should the Board at any future date consider any extension of their powers necessary in the public interests, it will be their duty to apply at once to Parliament. There the matter ends, but public attention directed to the subject has been productive of some good, for shipowners are realising that it is better to provide more water ballast capacity for their vessels, when making voyages in light trim, especially in the case of new vessels.

In the evidence recently given before the Mercantile Marine Committee on behalf of the association, attention was drawn to the fact that under the usual Board of Trade articles of agreement with ships' crews, there was no power of punishment for insolent or contemptuous language on the part of any of the crew to the master or officers. According to the Board of Trade, using foul language to the master or officers was not an offence entered in the official log, and fines and forfeitures made, and unless the master took the law into his own hands the seamen might continue to condemn him to punishment without fear of punishment. The Board of Trade have since sanctioned an additional regulation, and a fine of 6s. is now authorised for insolent or contemptuous language or behaviour to the master or officers, or disobedience to lawful commands not otherwise dealt with according to law. While some masters may object to the tedious formality of log-book entry for every offence of insolent language, this new regulation must be regarded as an official recognition that proper respect and behaviour in the part of the crew is due to the officers of a ship, and any seaman who uses his vocabulary in this improper manner may find that he has very little money to draw at the end of the voyage.

THE KAISER AND GERMAN SHIPPING.

During the recent trip of a new steamer of the Hamburg-American Line, the *Metror*, the director-general of the company, Herr Ballin, delivered a speech in which he made some interesting statements regarding the practical interest displayed throughout a long series of years by the Emperor William in the development of German shipping. Herr Ballin mentioned that when the Hamburg-American Steamship Company were about to build their first steamer for the Transatlantic trade and were in negotiation with an English firm regarding the contract, they were one day astonished to receive a letter from the Prussian Minister of Commerce, Herr von Bülow, in consequence of express instructions from Prince Bismarck. The Imperial Chancellor, acting in accordance with the urgent desire of the young Prince William, now the German Emperor, asked the company to give a German firm the order for the largest steamer which they were about to build. He added that the young prince was convinced that, in the interests of Germany's future, it was absolutely necessary that she should no longer have merely the portion of a Cinderella in the world of shipbuilding, and that the German shipbuilders were quite capable of constructing as good ships as the British. It was only the pressure exercised by the Iron Chancellor at the instance of the young prince which induced the company to make the experiment of giving their order to a German firm. The experiment, however, had been crowned with success, since the ship which the German contractors built—the *Metror*—had set a record on her first voyage. The next venture was to experiment which the company tried was to send their fast steamers on pleasure trips to the Mediterranean and to the East during the slack season for Atlantic traffic in winter. It was once more the Emperor who encouraged them in this venture, for in 1891 his Majesty went to Copenhagen and carefully inspected the first vessel that set out from the Elbe on one of these winter trips under the personal supervision of Herr Ballin. The Emperor saw possibilities in the new enterprise which Herr Ballin himself did not at first realise, and his Majesty said at parting: "Only give me confidence in the sea and both the nation and your own shipping company will reap a rich harvest." The idea of these extended pleasure trips had been developed in various directions, and the latest development was the new steamship *Metror*, which was intended to bring sea voyages for pleasure, health, and recreation within the reach of Germans of more moderate means.—*Times* Correspondent.

REVIEWS.

Messrs Gale and Polden, Ltd., have in the press another book by Eugene Sandow, the famous athlete, 'Body Building—the Man in the Making' is the title of it. The book contains chapters on physical culture; and its growth, its uses and abuses; curative physical culture, exercise for the sick; also the illustrated exercises for the disposition; Developing the Arms and Shoulders; Development of the Chest; Abdominal complaints, the Prevention for Appendicitis, Constipation, Liver Troubles, Latent Curvature, Developing the lower parts of the body, etc.

Choerens Lin Down. By William Buckley, Duckworth and Co. 3, Henrietta St., Covent Garden, W.C.

There is no tale of the exciting times in Ireland about 1848, with such force and merit as this one. It is thrilling from its opening to its close, and is one that holds the reader until the very end is reached. Love and intrigue, murder and brutal burning of peasants' homesteads, desperate fights between pike-armed peasants and English troops are the themes upon which it is founded. Graphically written dramatic situations abound in every chapter, and the writer uses skill and considerable ability in depicting them. The novel is worth reading, dealing as it does with events that are historical.

Metropole Theatre.

At the Metropole Theatre this evening Mr. Will Lansdowne, the popular baritone, who has been ill in the hospital for some time, is to be accorded a benefit. Mr. Lansdowne will appear and sing several songs, and the entire Metropole Company have volunteered their services. Booking has been brisk and a full house will probably result.

GERMAN CONSUL AT SINGAPORE.

Death of Mr. H. Eschke.

It is with a feeling of more than ordinary regret that we (Singapore Free Press) have to announce the death, from dysentery, of Mr. Hans Eschke, Consul-General for Germany, and acting Imperial Consul-General for Turkey, at his residence, Blanche House, Mount Elizabeth. Mr. Eschke had been ailing since last Wednesday, but his condition did not become acutely serious until July 19, when he took a decided turn for the worse, and despite every effort of the doctors died about a quarter past eight o'clock. The deceased gentleman was the Doyen of the Consular Corps in Singapore and was very well known in his official capacity. Apart from his standing as representing German interests, he was associated with more than one of the prominent public bodies. He was on the Council of the Straits Branch Royal Asiatic Society, was a committee member of the Sailor's Home, and was President of the German Reading Club, and took a keen interest in all pertaining to literature, music and art. His father, who had a few years ago been Professor Eschke, of Berlin, himself a man of European reputation as a writer and critic on the history of the fine arts. Amongst his own people he had earned by his devotion to German interests a striking popularity, and those members of the general community who were not brought into familiar relations with him by nationality and mother tongue, had learned to recognise his sterling qualities, and estimate correctly his upright principles.

On all occasions when the German community were assembled on public occasions, such as that of the Emperor's birthday or at social gatherings at the Teutonia Club, Mr. Eschke was always a dignified and capable exponent of true German sentiment. And by his colleagues of the Consular Body, as its doyen for many years, Mr. Eschke was greatly and deservedly esteemed. Perhaps it should be here mentioned that during his last period of leave in Berlin, Mr. Eschke was asked to assist in one of the departments of the German Foreign Office. This fact alone proved that Mr. Eschke had the confidence of the Foreign Office, and it would be natural to believe that even higher promotion would have in due course awaited him.

Mr. Eschke had been in the service of the German Foreign Office for 19 years, commencing his training in London, where he was attached to the Embassy. He arrived in Singapore in 1889 and was consul here up to 1901 when he became Consul-General. During that time he was absent for a short time in Bangkok, where he acted during the absence of the Minister there. He held the rank of Hauptmann in the Landwehr. Deceased was 41 years of age and leaves a widow and children to mourn this loss. For Mrs. Eschke and family and for Mr. and Mrs. Sabat, her parents, there will be a very deep sympathy on the part of the entire European community.

The banks and several German firms closed on July 20 at one o'clock as a mark of respect and the German and shipping flags were half-masted during the day. It is a peculiar coincidence that Mr. Eschke was still acting for the late Hon. Ahmed Atouallah Bey, Consul-General for Turkey, who died as the result of a carriage accident on November 9 of last year.

To-day's Advertisements

WANTED—IN KOWLOON.

GENTLEMAN Requires 2 FURNISHED ROOMS, in Kowloon.

Please apply 'KOWLOON' Office.

Care of 'CHINA MAIL' Office.

Hongkong, July 28, 1904. 1389

FIRE INSURANCE ASSOCIATION OF HONGKONG.

SUMMER HOLIDAY.

It is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 1st August.

By Order, A. R. LOWE, Secretary.

Hongkong, July 28, 1904. 1384

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APOAR, Captain J. G. O'NEILL, will be despatched for the above Ports on WEDNESDAY, the 3rd August, at 3 p.m.

For Freight or Passage, apply to D. SARSON & Co., Ltd., Agents.

Hongkong, July 28, 1904. 1381

TO LET.

NO. 7, SALISBURY AVENUE, Kowloon. Possession 1st August, 1904. Moderate Rental.

THREE FIRST CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

MODERATE RENTALS.

Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, July 28, 1904. 1383

TO LET.

MODERATE RENTALS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 28, 1904. 1383

To-day's Advertisements

The Daily Safe Gauge is the

KLINGER REFLEX WATER GAUGE.

No Boiler should be without it.

As supplied to the British and Foreign NAVIES and LEADING STEAMSHIP COMPANIES all over the World.

For Particulars, apply to

LANE, CRAWFORD & Co., or

Mr. D. MAUDONALD, Hongkong.

Or to

RICHARD KLINGER & Co.,

66, Fenchurch Street, London, E.C.

Hongkong, January 7, 1904. 20-4

THEATRE ROYAL.

CITY HALL.

MONDAY (BANK HOLIDAY) AUGUST 1.

MAIN EVENT.

50 ROUNDS CONTEST.

Between T. B. SMITH of H.M.S. *Edipus* and J. CHRISTIE of Hongkong. (Owing to the illness of J. BURGESS, SMITH has agreed to meet CHRISTIE under the same conditions.)

PRELIMINARIES:

10 ROUNDS CONTEST.

Between SPIKE EDMISTON, Champion Feather-Weight of the China Station, and P. H. SAMUEL of Australia.

8 ROUNDS CONTEST.

NIDDER TARRANT versus TIM DOYLE.

10 ROUNDS CONTEST.

DENVER versus UNKNOWN.

8 ROUNDS CONTEST.

KYNOUR versus BLENDPOUR.

Prices \$5.00, \$3.00 and \$1.00.

Tickets to be had at the Comptroller, CITY HALL.

Hongkong, July 28, 1904. 1383

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan Road—half an hour by Ricksha.

THE ONLY HOUSE ON THE ROAD.

The popular resort of the Colony, occupying a charming seaside situation, and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Trains now pass the Door. There is also Accommodation for a few Boarders.

GOOD SEA BATHING.

REPRESENTATIONS SERVED OF THE FINEST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS.

Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, July 28, 1904. 1385

OSAKA SHOSEN KAISHA.

It is hereby notified that the Underigned has This Day RESUMED CHARGE of the COMPANY'S BUSINESS at This Port.

T. ARIMA, Manager.

Hongkong, July 28, 1904. 1377

DR. HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL.

Entrance on Lee Yuen Street.

Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM OF DENTISTRY.

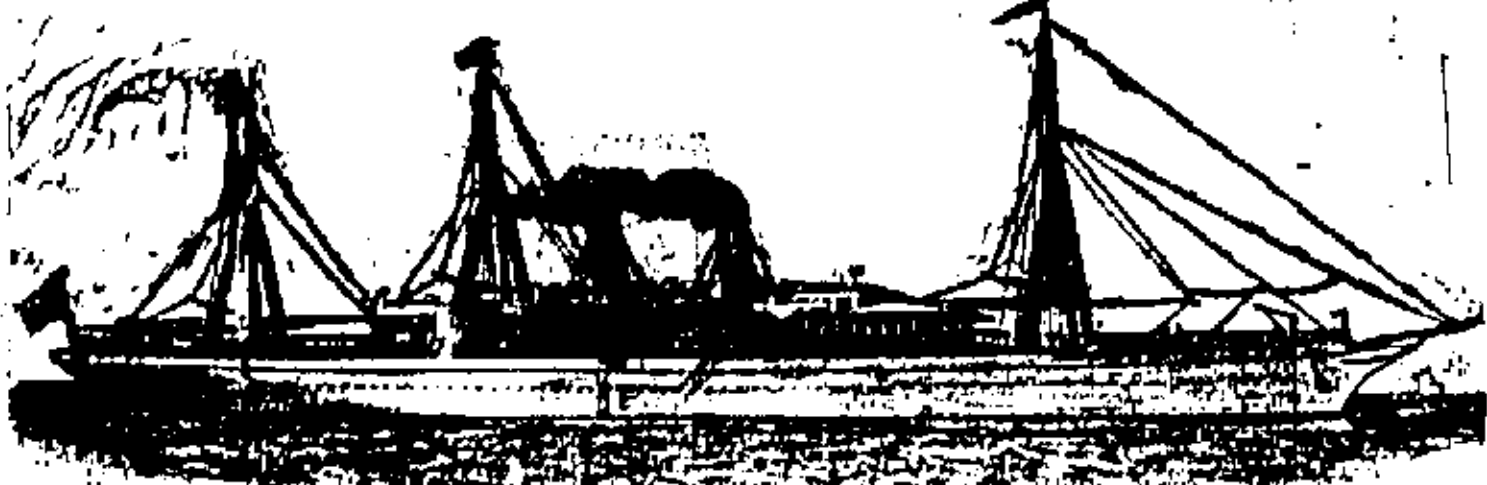
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	<i>Nobin</i> F. N. TILDALE	About 30th July	Freight and Passage.
LONDON, &c.	<i>Balaarat</i> C. R. LONGDEN, R.N.R.	Noon, 30th July	See Special Advertisement
LONDON & ANTWERP, Via SPAIN, PORTO, CUBA, PORT SAID AND MARSEILLES	<i>Savona</i> C. J. HENSON, R.N.R.	About 6th August	Freight only.

For further Particulars apply to

P. & O. S. N. Co.'s Office,
Hongkong, July 28, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—5,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF CHINA 6000 Tons..... WEDNESDAY, Aug. 3, 1904.

R.M.S. TARTAR 4425 Tons..... WEDNESDAY, Aug. 10.

R.M.S. EMPRESS OF INDIA 6000 Tons..... WEDNESDAY, Aug. 24.

R.M.S. EMPRESS OF JAPAN 6000 Tons..... WEDNESDAY, Sept. 21.

R.M.S. ATHLETIC 3882 Tons..... WEDNESDAY, Oct. 5.

Hongkong to London, 1st Class, via St. Lawrence £90, via New York \$22.

Intermediate and 2nd Class Rates, £40, \$42.

The magnificent 'EMPEROR' STEAMSHIP, passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

Apply to
D. W. CRADDOCK, Acting General Agent,
Pender Street,
Hongkong, June 22, 1904.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA to JAPAN,
MORI KOBÉ & YOKOHAMA; FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

Tons

Captains

To Sail on

ARABIA 4425

ARAGONIA 5198

NUMANTIA 4370

NICOMEDIA 4370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 21, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR

TAMSWI, Via SWATOW

AND AMOY.

FOOCHOW, Via SWATOW

AND AMOY.

TAMSWI, Via SWATOW

AND AMOY.

ANPING, Via SWATOW

AND AMOY.

ON account of the present state of political affairs, all the Company's new Steamers

have been requisitioned for Transport Service, and the above-named chartered

Steamers have been acquired instead for maintenance of the Company's Coastal Services.

As soon as the state of Affairs permit the Company will resume running with its special-

ly designed new Steamers.

For Freight, Passage and further information, apply to the Co.'s local Branch

Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, July 28, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers

Tons

Captains

To Sail

HYADES 3753

SHAMUT 9606

TREMONT 9606

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAMUT 9606 tons Capt. W. M. Smith About 12th August.

S.S. TREMONT 9606 tons Capt. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shamut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in cold storage.

FANCLY EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, July 28, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	<i>MACHAON</i>	8th August.
GLASGOW AND LIVERPOOL	<i>GLAUCUS</i>	12th August.
GLASGOW AND LIVERPOOL	<i>IDOMENEUS</i>	19th August.
GLASGOW AND LIVERPOOL	<i>TYRUS</i>	26th August.
GLASGOW AND LIVERPOOL	<i>ANTENOR</i>	2nd September.
GLASGOW AND LIVERPOOL	<i>TELEMACHUS</i>	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	<i>KEENUN</i>	2nd August.
LONDON, AMSTERDAM & ANTWERP	<i>MOVUNE</i>	16th August.
* GENOA, MARSEILLES & LIVERPOOL	<i>BARBERON</i>	20th August.
LONDON, AMSTERDAM & ANTWERP	<i>PELUS</i>	30th August.
LONDON, AMSTERDAM & ANTWERP	<i>GLAUCUS</i>	16th Sept.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via MACHAON	<i>MACHAON</i>	11th August.
NKI, KOBE * YOKOHAMA	<i>MACHAON</i>	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS VILLE, BRISBANE, SYDNEY and MELBOURNE	<i>TAIWAN</i> *.....	30th July.
MANILA	<i>TRAN</i> *.....	3rd August.
CEBU and ILOILO	<i>SUNGLANG</i> *.....	5th August.

* The attention of Passengers is directed to the Superior Accommodation offered

by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON RATES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 27, 1904.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon—midships.
—Electric Light—Perfect Cuisine—Surgeon
—Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	July 30, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Aug. 6, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 23, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	Second half of July.	JAVA PORTS.	Second half of July.
TJILATJAP	JAVA PORTS.	Second half of July.	JAPAN, via SHANGHAI.	Second half of July.
TJIMAH	JAVA PORTS.	First half of August.	JAPAN, via SHANGHAI.	First half of August.

The steamers are all fitted throughout with Electric Light, and have accommo-

dation for a limited number of saloon passengers, and will take cargo to all Ports

in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 375.

Hongkong, July 12, 1904.

THE

HONGKONG

DOCK.

A Record of the Founding

and Development of the

Hongkong and Whampoa

Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price.....Fifty Cents.

To be had at the 'China Mail Office'

5, Wyndham Street.

'SIR ROBERT HART'S

MEMORANDUM.

A Series of Articles on Sir ROBERT

HART'S SERVICES for the Improve-

ment of China.

Reprinted from the 'China Mail.' To be

had in pamphlet form at this Office.

Price 50 Cents.

Hongkong, July 4, 1904.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price \$1 each.

China Mail Office.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW AND TAKAO.

THE Company's Steamship

HAIOHING,

Captain HONGKING, will be despatched for

the above Ports on FRIDAY, 29th Inst.,

at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, July 27, 1904.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

LOONGSANG,

Captain G. S. WIGGALL, will be despatched

as above on FRIDAY, the 29th July, at

4 p.m.

This steamer has superior accommoda-

tion for First-Class Passengers, and is

fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 23, 1904.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH AND

LONDON.

Through Bills of Lading issued for DATA-

VIA PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship BALLARAT, Captain

C. R. LONGDEN, R.N.R., carrying His

Majesty's Mail, will be despatched from

this for BOMBAY, on SATURDAY,

the 30th July, at Noon, taking Passengers

and Cargo for the above Ports in connec-

tion with the Company's a.s. Egypt, 7912

tons, from Colombo, Passengers' accommo-

dation in which vessel is secured before

departure from Hongkong.

Silk and Valuables, all Cargo for France

and the for London (under arrangement) will

be transhipped at Colombo into the mail

steamer proceeding direct to Marseilles and

London; other cargo for London, &c., will

be conveyed from Bombay by the R.M.S.

Arabia, due in London on the 12th Sep-

tember, 1904.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, July 16, 1904.

EASTERN & AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

EMPIRE,

Captain HELMS, will be despatched as

above on SATURDAY, the 30th inst., at

Daylight.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating

Chamber which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort

of passengers the steamers of the Company

have electric fans fitted in state-rooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 27, 1904.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK,

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

BEDOUIN About Aug. 10.

LOWTHER CASTLE Aug. 25.

Salmon.--Ma Yau Yu

Salmon,—Ma Yu Yu	15	馬友魚
Shark,—Sa Yu	...	...	...	8	鯊魚
Skate,—Po Yu	...	...	...	9	鮫魚
Shrimp,—Ha	...	...	...	16	蝦
Snapper,—Lap Yu	...	...	...	18	土鯊
Soles,—Tat Sa Yu	...	...	...	20	海參
Tench,—Wan Yu	...	...	...	13	海魚
Turbot,—Cho How Yu	...	...	...	16	海魚
Turtles, small, fresh water,—Kerk Yu	...	...	...	20	海龜
White Bait,—Ngun Yu O	...	...	...	—	海魚

FRUITS.

Almonds,—Hung Yon	...	...	...	30	杏仁
Apples, (California)—Kam San Ping Kho	...	...	...	30	金山平果

Small, -Hoi Tong ...	...	12	海棠
Caster, -Fan Lei Chi ...	each-		番荔枝
Bananas, fragrant, Canton, -San Shing			香城蕉
Hong Chiu ...		3	香港蕉
Bananas, (brides), Macao -San Heng Chiu		3	山蕉
Chestnuts, Chinese, -Fong Lut ...		20	星栗
Carambola, -Yeung Tuo ...		-	楊桃
Cocoanuts, -Neh Tez ...	each	9	椰子
Lencous, China -Niu Moong ...		12	綠豆

... America—Kun Sang Ning Moong...	...	10	金山粉
Lichee, Dried—Lai Chi Con ... ..	...	16	荔枝乾
... Fresh ... ..	...	20	荔枝
Lince, (Saigon)—Sai Kung Ning Moong...	...	...	西貢粉
Mango, Manila—Lui Sung Moong	each	1	呂宋芒果
Mango, Saigon—Sai Kung Moong...	...	1	西貢芒果
Man oetons, (Sai) San Chuk Tsz	dozen	85	山竹子
Oranges, (Canton)—San Shing Tim Chang ...	30	...	省城柑
... Small, —Tai Kut ... ..	...	...	大埔柑
Olives, —Pak Iun	B	8	白橄
Pears, (Amoyton), —Kun San Shui Li ... ..	...	1	金梨
... (Canton), Cooking, —Sa Li ... ..	...	8	沙梨
... (Shanghai), —Sheung Hai Li ... ..	...	1	上海梨
Peanuts, —Fa Sang ... ..	...	10	花生
Pernambuco Large, —Hung Chie ... ..	...	26	紅柱

" End cooking—Chung Tung Kwai Law."	12	中等大
Plantains.—Tai Cheu	2	紅薯
Plums.—Swatow Hung Lai....	12	番薯
Pumpelo, Siam.—Chim Lo Yan	12	合桃
Walnuts.—Hop Tuo	26	生熟
" Green.—Sang Hop Tuo	—	

Vegetables, &c.

菜蔬

Daans, (French), Macao, —Oh Moun Pin Ts	18	澳門邊邊
(French), Shanghai, —Hong Hai		上海邊
Pin Tau	2	芽菜
Sprout, —Ah Chai	2	芽菜
Long, —Tau Kok	5	紅菜
Beer Root, —Hong Chai Lau	each 2	紅菜
Brinjals, Green, —Ching Yuen Ker	—	青元菜
Red, —Hung Kien	1	紅茄
Brassica, —Pak Choi	5	白菜
Broad Beans, —Chai Shan	—	白豆

Cabbage Root, —Kai Lai Tan	each	芥蘭
Cabbage, (Sanghai), —Yeh Choi	12	椰菜
Cane Shoots, bunch, —Kau Shun	"	籐筍
Calliflower, Large size, —Tai Yek Choi-fa	each	大椰菜花
" Medium size, —Cheung Yeh Choi-fa	"	中椰菜花
" Small size, —Sai Yeh Choi Fa	"	細椰菜花
Carrots, —Kau Shun	6	金磨
Celery, Chinese, —Tung Kan Choi	9	金磨芹
" English, —Yung	"	洋芹

Chilies Red, —Con Lat Chiu ...	20	紅辣椒
„ „ Red, —Hung Fa ...	7	紅花
„ „ Green, —Ching Lat Chiu ...	5	青辣椒
Curry-Sau, English, Ka Lee Cho Ltd., ..	6	青瓜
Cucumbers, —Ching Kwa ...	5	青瓜
Bitter Squash, —Fu Kwa ...	6	苦瓜
Garlic, —Suen Tau ...	5	蒜
Ginger, young, —Sun Tsz Keung ...	5	老薑
„ „ Old, —Lo Keung ...	4	新薑
Horsey Radish, S'hai—Lak Kan ...	20	力氣
Indian Corn, —Sak Mai ...	pieces	粟米
Lettuce, —Yeng Sang Choi ...	each	生菜
Water Chestnuts, —Ma Tai ...	4	馬蹄
„ „ Mandarin, —Kwai Lam Ma Tai, ..	7	柚和生菓
Mushrooms, Fresh—Sung Kho Che ...	85	洋菇
Onions, Bombay, —Yeng Ching aa ...	6	洋葱
„ „ Green, —Sang Churg ...	8	生蔥
„ „ Shanghai, —Seung Hoi Chung Tau ...	3	上海蔥
Jarrah, —Ynt Pon ...	1	日本

Pearlpearls	... ..	—	荷珠
Green Peas, — Ho Lan Tau...	... ..	—	青豆
Grass Peas, — Ching Tau...	... ..	—	青豆
Potatoes, Sweet, — Fan Shau	... ..	3	甘薯
" Shanghai, — Sheung Hai Shui Tau	... ..	98	上海水
" Japan, — Yot Poor Shui Tau*	... ..	—	日本水
" American, — Fa Kl	... ..	—	花旗
" Foochow, — Fuk Chau an Tai	... ..	—	福州水
" Macao, — Oh Moon	... ..	—	澳門水
Pumpkins, — Toong Kwa	... ..	3	冬瓜
Raddish, — Hung Lo Pak Tai	... ..	dosen	紅菜
Rhubarb (Rheeb) — Tai Wong	... ..	—	大黃
Shalots, — On Chung Tau	... ..	6	大蒜
Splnages, (Chinese) — Paw Choi	... ..	—	菠菜
Spinach, — Yin Choi	... ..	4	菠菜
Sweetatoes, — Fan Kai	... ..	5	甘薯
Taroos, — Pu Tai	... ..	3	芋頭
Turnips, Wanti, (Long), — Low Pak	... ..	5	洋蔥
" English, — Yeung Lo Pak	... ..	dosen	洋蔥
Vegetable Marrog., — Ohi Kwa	... ..	5	馬鈴薯
Water Cresses, — Sai Yeung Choi	... ..	5	西洋菜
" Lily root, — Lin Ngan	... ..	4	蘭花根
Yams, — Ta Si	... ..	3	山藥

H. A. JOHANSEN,
Acting Inspector of Markets.

Vessels Advertised as Loading

VESSELS ADVERTISED AS LOADING

<i>Destination.</i>	<i>Frisels.</i>	<i>Agents.</i>	<i>Date of Leaving.</i>
Australian Ports	Talyan (a)	Butterfield & Swire	July 30.
Australian Ports	Empire (a)	Gibb, Livingston & Co.	Aug. 17, Daylight.
China & India	Sunkiang (a)	Butterfield & Swire	August 5.
Genoa, Man'ila, L'pool ..	Sarpedon (a)	Butterfield & Swire	August 20.
Japan via Shanghai	Timahi (a)	Jaya-Ching-Japan Lijn	1st half of Aug.
Kobe	Empire (a)	Gibb, Livingston & Co.	July 30, Daylight.
	Empire	Butterfield & Swire	Aug. 2.

London, &c.	Myones (s)	Butterfield & Swire	August 16.
London, &c.	Peleus (s)	Butterfield & Swire	August 30.
London, &c.	Bel'sarat (s)	P. & O. S. N. Co.	July 30, at Noon.
London, Antwerp, &c.	Rocotra (s)	P. & O. S. N. Co.	July 30, at Noon.
Manila, A. I. Jan Ports.	Benarja (s)	Nippon Yusen Kaisha	July 29, at 3 p.m.
Manila	Legaspi (s)	Gibb, Livingston & Co.	August 9.
Manila	Shawmut (s)	Barretto & Co.	August 2.
Manila	Zafiro (s)	Dowell & Co. Limited	August 10, 12.
Manila	Hold (s)	Shewan, Tomes & Co.	July 30, at 10 a.m.
Manila	Doongsang (s)	Butterfield & Swire	August 11, at 10 a.m.
Manila	Bedouin (s)	Jardine, Matheson & Co.	August 3.
New York, &c.	Lawther Castle (s)	Dowell & Co. Limited	July 29, at 4 p.m.
New York, &c.		Dowell & Co. Limited	About August 10.
		Dowell & Co. Limited	About Aug. 25.

New York, Suen Can.	Eismen (s).....	Shawand Oil Co.	About Sept. 10.
New York v. Suen Can.	Hudson (s).....	Shawand Oil Co.	About Sept. 10.
Shaughnessy, J. H.	Grayson Agency (s).....	S. O. S. N. Co.	About July 30.
Shore, J. M. & Sons	Grayson Agency (s).....	S. O. S. N. Co.	About Aug. 9.
Shai & Portland, Or.	Anglin (s).....	Portland & A. S. Co.	Aug. 13.
Shai & Portland, Or.	Artesian (s).....	Portland & A. S. Co.	Sept. 14.
Stow, Amoy & Tamsui	Fried (s).....	Oakka Shosen Kaisha.	July 31, at 10 a.m.
Stow, Amoy & T'show	Triumph (s).....	Oakka Shosen Kaisha.	Aug. 3, at 10 a.m.
Stow, Amoy & Tamsui	M. Struve (s).....	Oakka Shosen Kaisha.	Aug. 7, at 10 a.m.
Stow, Amoy & Anping	Tric (s).....	Oakka Shosen Kaisha.	Aug. 8, at 10 a.m.
Stewart and Takoon	Wang (s).....	Dodwell & Co., Ltd..	Aug. 6, at 11 a.m.
Victoria, B.C., & Espr.	Empress of China (s).....	Dodwell & Co., Limited	About Aug. 9.
Victoria, B.C., & Espr.	Empress of India (s).....	Canadian P'fic R. Co.	Aug. 31.
Vancouver (B.C.), &	Espr. of China (s).....	Canadian P'fic R. Co.	Aug. 3.
Vancouver (B.C.), &	Tartar (s).....	Canadian P'fic R. Co.	Aug. 14.
Vapouher (B.C.), &	Espr. of India (s).....	Canadian P'fic R. Co.	August 20.

July 28, 1904.

Stocks.	No. of Shares.	Par value.	Foreign value.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	40,000	£ 125	all	106½, buyers
National Bank of China, Limited ...	19,870	£ 10	£ 8	108, buyers
	29,355	£ 10	£ 8	108, buyers
Do. Founders' shares	750	£ 1	£ 1	110, buyers

Canton Insurance Office Co., Ltd.	10,000	250	50	2508, sales
China Traders' Insurance Co., Ltd.	24,000	83.33	25	865
North-China Insurance Co., Ltd.	10,000	2	5	71.45
Union Insurance Society, Ltd.	10,000	250	100	3545, sellers
Yangtze Insurance Association, Ltd.	8,000		00	3130
WIRE INSURANCES.				
China Wire Insurance Co., Ltd.	20,000	100	20	888

Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$310, buyers
10/11, etc.				
H'kong & Whampoa Dock Co. Ltd.	50,000	50	all	\$212, buyers
Geo. Fenwick & Co., Limited:	6,000	25	25	\$248, sellers
New Amoy Dock Co., Ltd.	6,000	67	67	\$30, sales & sellers
N. C. Farnham, Bowd & Co. Ltd.	55,700	100	100	\$140, 143, ex div.

FAVORABLE, ETC., ETC.				
China and Manilla S. S. Co. Ld.	80,000	5	50	\$25, buyers
Douglas Steamship Co. Limited	20,000	5	50	338, sales
H.K. C. and M. Steamboat Co. Ld.	80,000	5	15	15, 350
Indo-China S. N. Company, Limited	80,000	2	10	1106, buyers
	10,000	5	10	36, buyers
Star Ferry Company, Ld.	10,000	5	10	528, buyers

Shell Transport & Trading Co., Ltd.	700,000	£	1	£ 1	24s. sellers
do. Preference.	100,000	£	1	£ 10	23s. 10
Taku Tug and Lighter Co., Ltd.	8,000	Tls.	60	Tls. 60	35s. sellers
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls.	60	Tls. 60	46s. sellers
do. Preference.	100,000	Tls.	60	Tls. 60	47s. sellers
DEFERRED					
do. Limited	20,000	£	100	£	185

China Sugar Company, Limited.....	7,000	3	100	a	\$9, 600
Luzon Sugar Company, Limited.....	7,000	3	100	a	\$9, 600
Perak Sugar Cultivation Co., Ltd.....	7,000	11s.	50	T	all 11s. 60
WHEAT.					
BK. & Kow. Wharf & Godown Co...	30,000	6	50	T	all \$112, sellers
Shanghai and Hongkew Wharf Co....	20,100	11s.	100	Thi	all 11s. 150, buyers
LAND AND BUILDING.					
French Re Land Investment and	50,000	2	100	100	\$155, sales

Agency Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 112, ex div., sellers
Shanghai Land Investment Co., Ltd.				
Nowoon Land and Building Com-	6,000	\$ 50	30	\$38
pany.				
Wei-het-wei Land & Building Co., Ltd.	3,784	Tls. 25	Tls. 25	Tls. 10
Union Trust & Finance Co.	100,000	\$ 10	all	\$121, buyers
	50,000	\$ 10	all	\$11

West Point Building Co., Limited.....	12,500	\$	60	\$	50	\$60, sellers
TRAMWAYS.						
HK High-Level Tramways Co., Ltd.	1,250	\$	100	\$	50	\$280, buyers
MINING.						
New Panjom Mining Co., Ltd.....	50,000	\$	11	\$	11	Nominal
" " Preference shares.....	30,000	\$	1	\$	all	40 cents, sellers

Société Française des Charbon-	16,000	Fr. 250	all	2490
nages du Tonkin,				
Raub Aust. Gold Mining Co., Ltd.....	800,000	2	1	18/10
				\$8, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.....	12,000	£	50	all
Astor House Hotel Ltd. (Niemten).....	2,000	T.Ls. 50	T.Ls. 50	\$134, sales & buyers -
Astor House Hotel Co., Ltd. (S'hai)	30,000	\$	25	T.Ls. 150, sellers
			\$	25 \$25 \$35, sellers
SPECIALS & MISCELLANEOUS				

A. S. Watson & Co., Limited.....	80,000	£	10	all	\$14, buyers
Watkins Limited.....	10,000	£	10	£ 10	\$74, buyers
LIOWTUNG.					
HK. and China Gas Co., Limited...	7,000	£	10	all	\$180, buyers
Shanghai Gas Company, Ltd.....	8,000	Tls.	50	Tls. 50	Tls. 100, buyers
Hongkong Electric Co., Limited...	30,000	£	10	£ 10	\$144, buyers
	30,000				\$21, buyers

New Electric (new issue) <small>and for sale</small>	50,000	10	5	5	reg. buyers
BRICK AND CEMENT.					
Green Island Cement Co., Ltd. <small>.....</small>	50,000	10	10	10	130
MISCELLANEOUS.					
Bell's Asbestos Eastern Agency, Ltd. <small>.....</small>	8,604	12	12	12	85, sales & buyers, ex div.
United Asbestos Oriental Agency, <small>.....</small>	8,000	10	10	4	110, buyers

Limited	100	10	10	10	3210, buyers
Hk. Steam Water-boat Co., Ltd.	7,000	10	10	10	519
Hongkong Dairy Farm Co.	5,000	27	all	1230, buyers	
Hongkong Ice Company, Limited	10,000	25	all	420, sales & buyers	
Shanghai Waterworks Co., Ltd.	7,300	10	20	710, buyers	
Tobacco Planting Company, Ltd.	30,000	5	5	513, buyers	
H'ong Pong Manufacturing Co., Ltd.	10,000	50	all	1140, sellers	
H'ong Pong Manufacturing Co., Ltd.	10,000	10	10	1140, sellers	

Hongkong Cotton Spinning Co. Ltd.	20,000	Tls. 50	Tls. 50	Tls. 30, sellers
Ewo Cotton Spinning and Weaving Co. Ltd.	10,000	Tls. 75	Tls. 75	Tls. 25
International Cotton Manufacturing Co. Ltd.	8,000	Tls. 100	Tls. 100	Tls. 32
Loan Tung-Mow Cotton Spinning Co. Ltd.				

Foreign Cotton Spinning Co., Ltd.	2,000	11s. 600	11s. 00	11s. 180	sellors
China Provident Loan Mortgage	50,000	10	10	49 1/2	sellors
Co. Ltd.	60,000	12 1/2	12 1/2	110 1/4	sellors
China Borneo Company, Ltd.	1,200	10	10	327	buyers
Campbell, Moore & Co., Limited	12,000	10	10	110 1/4	sales
Wm. Powell, Ltd.	1,000	80	80	80	
Strand and Hamilton Dyeing	1,000	80	80	80	

and Cleaning Co., Ltd.	2,000	0	0	0	
The Canton Hongkong Ice and Cold Storage Company, Limited	70,000	0	10	0	10. Nominal
OTHER COMPANIES.					
Philippine Ice Co., Ltd.	67,500	0	10	0	85, sellers
Albama Limited	800	0	500	5	150, sellers

LOANS.	Amount.	Value.	Interest.	Guarantee.
Chinese Imperial 1898 a/lis. 767,800 l/s. 2507 1/2 p. annus Par.				

Printed and Published for the Proprietor, Geo. MURRAY BAIN, by WILLIAM HENRY DONALDSON, 5 Wyndham Street, Hongkong.